

REPORT

CD NO.

25X1

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SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. The aircraft of the 1st MiG-15s and U-MiG-15s were observed at Pukhara airfield between 3 July and 9 August 1954:
5 July. At 0700, 6 MiG-15s and U-MiG-15s were parked at the take-off point. The aircraft took off at intervals of about 10 minutes and made individual flights of 30 to 50 minutes duration. After the landing, the aircraft were immediately refueled and again took off after some minutes.
6 July. At 0630, 15 MiG-15s and U-MiG-15s were seen at the runway. There was a 8/10 to 10/10 overcast. Five aircraft took off and disappeared from view over the sea. They landed after about 20 minutes. After the landing, a briefing was held. After some time, the 15 aircraft took off in elements of two and flew over the sea. The formation returned to the field after 45 minutes. The aircraft landed individually and subsequently were parked at the dispersal area where they were being refueled. Then, they were once again employed for formation flights and disappeared from view. At 0900, 2 Yak-11s took off and flew over the sea. They landed shortly after 1100. One Li-2 each took off at 1900 and 1945.
7 July. At 0500, 17 MiG-15s and U-MiG-15s were seen at the runway. The aircraft continuously made formation flights as on the preceding day. There was a 5/10 overcast and good visibility. A Li-2 landed at 1215 and another aircraft of the same type took off at 2210.
8 July. At 0800, 6 MiG-15s and U-MiG-15s were seen at the runway. There was a closed ceiling and intermittent rain showers. The aircraft made some individual local flights. Around 1020, the aircraft again took off and headed toward the sea flying in elements of two. They returned after 25 minutes. After the landing, the aircraft were immediately refueled, subsequently made 4 take-offs up to 1300 and flights, each time disappearing from view. Shortly before 1600, the aircraft were towed from the runway to the dispersal areas.
9 July. No air activity was observed. There was a closed ceiling with heavy rain showers.

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heavy rain showers. [REDACTED] was only little air activity of which no [REDACTED].
[REDACTED] of observation was still limited. The ceiling

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was 2/10 to 5/10 overcast. At 1420, 10 MiG-15s and U-MiG-15s were observed at the runway. The aircraft took off, made local flights and landed again. Around 1445, air activity was discontinued and the aircraft were towed to their dispersal areas because of a rising thunderstorm.

5 August. Around 0845, 18 MiG-15s and U-MiG-15s took off and disappeared from view. The landing of the formation could not be observed nor was the continuation of air activity seen for the rest of the day.

6 August. During the morning, air activity involved 18 MiG-15s and U-MiG-15s which at first made individual flights in the vicinity of the field. Later, flying was practiced in elements of two and in formations of up to 10 aircraft. The aircraft generally remained aloft for about 30 minutes. During the afternoon, formation flying was continued. Once, a formation of 10 MiG-15s or U-MiG-15s was seen aloft for about 40 minutes.

7 and 8 August. No aircraft were seen aloft. The ceiling was almost entirely closed and visibility was poor.

9 August. Beginning at 1000, aircraft practiced flying individually and in elements of two while disappearing from view. The landings were always made individually. After the landing, the aircraft were refueled and then took off again. At 1520, 15 MiG-15s and U-MiG-15s were parked at the runway and then towed to the dispersal areas. ¹

2. In addition to the previously reported fuel dump west of "Werk Ost", another dump, apparently a fuel dump and surrounded by a dense fence, was located in Jagen (forest sub-district) No 52, north-northwest of "Werk Ost". ²

1. [REDACTED] Comment. The naval fighter regiment from Peenemuende airfield probably participated in an exercise which was held by army and navy units in the Peenemuende coastal area between 1 and 9 July 1954. [REDACTED]

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2. [REDACTED] Comment. These two fuel dumps have been reported previously.

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No DEX

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